

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

January 12, 2017
6:30 p.m.

South Bellevue Community Center
14509 SE Newport Way, Conf. Rm. A

COMMISSIONERS PRESENT: Chair Zahn, Commissioners Bishop, Chirls, Lampe,
Larrivee, Woosley, Wu

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Department of Transportation

OTHERS PRESENT: Kevin McDonald, Chris Long, Chris Masek, John
Murphy, Department of Transportation; Councilmember
Wallace

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Chair Zahn who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Chirls, who arrived at 6:51 p.m., and Commissioner Larrivee, who arrived at 6:57 p.m.

3. PUBLIC COMMENT – None

4. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Lampe. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL,
BOARDS AND COMMISSIONS – None

6. DRAFT MINUTES REVIEW/APPROVAL

A. December 8, 2016

A motion to approve the minutes as submitted was made by Commissioner Lampe. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

7. STUDY SESSION

A. 148th – 150th Avenue SE / Eastgate Interchange Traffic Analysis

By way of full disclosure, Commissioner Woosley noted that in his professional life he

represents the Kramer family, owners of the Eastgate RV Park.

Chair Zahn acknowledged that Commissioners Bishop, Woosley and Wu spent time with staff focused on and seeking an understanding of the traffic modeling.

Traffic Engineering Manager Chris Long explained that the traffic analysis was done at the recommendation of the Council to look at congestion relief on 150th Avenue SE. The recommendation was made while they were reviewing the Eastgate Land Use Code amendment. The Eastgate/I-90 land use and transportation project was based on 2010 traffic data and relied primarily on the BKR macro traffic simulation model. Three traffic capacity projects were identified in the Eastgate/I-90 project that would help improve future conditions. One existing TFP project was also shown by the study to be beneficial to the future of the Eastgate area. The project concluded that even without those capacity improvements, the future land use would not trigger transportation concurrency issues for the area. The Eastgate/I-90 project included a review of WSDOT improvement projects planned along the I-90 corridor, and multiple transit/ped/bike improvements in the corridor. Many of the projects have already started to evolve. For instance, the findings of the Eastgate/I-90 project relative to transit were further evaluated and developed into the citywide 2014 Transit Master Plan, which itself was incorporated into the long-range transit plan completed by King County Metro in 2016. Many of the ped/bike findings have also continued to develop in the Pedestrian and Bicycle Implementation Initiative that is being funded through the transportation levy.

Mr. Long said the Eastgate/I-90 project on 148th Avenue SE as it makes its way south to Eastgate Way proposed a third lane southbound at the interchange with Eastgate Way to help deal with the evening peak vehicle queuing. The project cost was estimated at \$2.91 million in 2012 dollars. To complete the full intersection improvement would add \$3.7 million. As envisioned, the project would add two northbound left-turn lanes, create two through lanes to the west, and separate the eastbound through lane from the two eastbound right-turn lanes, improving the overall signal operation and the capacity of the intersection. This project was not considered a near to mid-term improvement for inclusion in the current study because the cost was above the “low cost” threshold identified for the current study.

The 2012 project involving the westbound off-ramp from I-90 approaching the Eastgate Way and 156th Avenue SE intersection involves issues encountered during the morning peak commute period. The traffic volumes getting off the freeway are such that cars back up all the way to the collector-distributor lane. It is the primary route to get to Bellevue College. The proposed project offers a relatively low-cost solution. However, given the Council’s direction to focus first on the 150th Avenue SE corridor, the off-ramp project will be brought up later when looking at the broader Eastgate area.

Mr. Long said the final project that was part of Eastgate/I-90 was an improvement at the SE 37th Street intersection, just to the south of the freeway interchange where the eastbound I-90 ramp peels off. The project seeks to provide two eastbound right-turn lanes off the freeway, and includes an additional southbound lane through the intersection. In the eastbound and westbound directions in the block between 150th Avenue SE and the freeway ramp, there would be two eastbound on-ramp lanes and two westbound left-turn lanes, creating a five-lane cross section where currently there are only three lanes. The project is designed to address some of the queuing issues that spill over into other parts of the Eastgate area, causing problems. The \$3.5 million project in 2012 dollars has elements the city can afford to accommodate in the near-term solutions.

The 2012 Eastgate/I-90 project conducted traffic analysis at a high-level to validate the land use changes and identify some traffic mitigations based on the BKR model. The current work takes that data down to the micro level and looks at very specific improvements, all with an eye on identifying projects that can be funded in the near term. The list of projects that came from the 2012 Eastgate/I-90 work include the I-90 peak use shoulder project, a WSDOT project that is currently being modeled. this project would construct auxiliary lanes on I-90 between Eastgate Way and Lakemont Avenue, possibly out to SR-900. The near-term solution using the shoulders carries a much lower price tag.

The Bellevue College connector project also came out of Eastgate/I-90. The project would take the transit routes that provide access to Bellevue College and move them onto a new roadway that would be created along the western edge of the campus, improving transit mobility through the campus and addressing some of the congestion issues King County Metro faces currently getting to and around the campus. The Mountains to Sound Greenway project was developed through the 2012 Eastgate/I-90 project and has evolved to the point of receiving federal funds to evaluate the alignment. The city has funded full design of the project and is pursuing grant dollars for construction. Many of the Pedestrian and Bicycle Implementation Initiative projects came out of Eastgate/I-90 as well.

Mr. Long said the current study focuses on low-cost, near- to mid-term projects along 150th Avenue SE in the area between SE 28th Street and Newport Way. Only evening peak conditions are addressed, and the work utilizes the micro-simulation tool called Synchro, a model that was created for the entire city and which was updated in 2016 to reflect all current traffic signal operations. The study has resulted in concept-level plans and cost estimates, and the projects identified all support the Eastgate/I-90 transit/pedestrian/bicycle priorities.

Answering a question asked by Commissioner Wu, Mr. Long explained that the study does not directly target improving mobility for ped/bike and transit. The goal is to specifically address vehicle congestion issues. Some of the projects do support transit, but no opportunities for pedestrians and bicyclists will be taken away.

Commissioner Bishop said it would be useful to have the different models explained. Mr. Long said the BKR model is a macroscopic level travel demand model. It is used to evaluate potential travel demand changes associated with various land use scenarios. It is primarily used to forecast future conditions based on land use and travel modes. The current study using the Synchro model is all based on 2016 traffic volumes. It takes a much more detailed look to include the exact times a green light serves vehicle movements and pedestrian crossing times. Sim Traffic is a tool Synchro uses that creates a visualization of cars moving along the corridors and through intersections. It offers a way to validate the model given its accurate estimations of travel times and delay.

Commissioner Lampe asked if the SCATS program the city has implemented covers any of the intersections in the study area. Mr. Long allowed that it does. SCATS is fully deployed in the city; the only exceptions are the intersections under construction on Northup Way.

Mr. Long agreed that the freeway interchange creates a lot of the congestion in Eastgate, but said it is not the only factor. One of the major traffic bottlenecks is the Newport Way/150th Avenue SE intersection. Bellevue has recently made some improvements there and actually operates better than it did when Bellevue annexed the Eastgate neighborhood. The improvements made allowed for the northbound and southbound movements to run concurrently, which helped to reduce the vehicle delay at the intersection. There is still more

that could be done. The proposed project adds a southbound to westbound right-turn lane to help relieve some of the congestion in the through lane that heads up the hill. The model was used to determine the optimum turn lane length and it was found that every increment up to 600 feet was beneficial; beyond that length there was no measurable benefit. Currently, the southbound through lane experiences 108 seconds of delay, and the southbound right-turn lane experiences 101 seconds of delay. The modeling shows that the right turn lane project will reduce the delay to 25 seconds on the southbound through lane and 14 seconds on the southbound right-turn lane.

Transportation Engineer Chris Masek explained that construction of the turn lane is more challenging the closer it gets to intersection of Newport Way because it impacts several driveways and will require the construction of a new wall. The impact of the project on the adjacent properties will not be significant, but grading work will be needed to match the driveways to the new grade of the sidewalk. The sidewalk on 150th Ave SE is something the neighborhood wants, though it does not connect all the way down to SE 38th Street as called for in the Ped/Bike Plan. The project also does not include a bicycle facility. Extending the sidewalk down to SE 38th St and building a bicycle facility runs the cost numbers way up.

With regard to improvements at the SE 37th Street intersection, Mr. Long said Improvements 2 and 3 ultimately would be built together for a cost of \$2.8 million. The project would construct a portion of the 2012 Eastgate/I-90 project. It involves dual right-turn lanes coming off the freeway to reduce the delay. The eastbound right-turn delay is reduced by the project from 134 seconds to 50 seconds, assuming the construction of Improvement 1, the right-turn lane on 150th Avenue SE at Newport Way.

Mr. Masek noted construction of the project would require widening the roadway on the south side of SE 37th Street. The proposed length of westbound right-turn lane is limited by existing structures including a very tall wall and bridge columns for the pedestrian path. The existing pedestrian facilities would be maintained.

Mr. Long said the proposal does not preclude what is envisioned in the 2012 Eastgate/I-90 project. The widening to the south matches the widening to the north in order to get the proposed fifth lane.

Improvement 3 relates to the same intersection but in the north-south direction. The primary improvements are on the north leg where a southbound through lane is created that continues on to the right-turn pocket at SE 38th Street. This lane provides quite a lot of congestion relief through the SE 37th Street intersection. In addition, the project extends the southbound left-turn pocket as far north as possible. The modeling shows that the overall intersection delay at SE 37th Street would fall from 53 seconds to 36 seconds. Combined with the east-west improvements, the project has been estimated at \$2.8 million.

Mr. Long noted that Sim Traffic is an excellent tool for estimating travel time. He said currently, the average southbound vehicle trip between SE 28th Street to Newport Way takes about 662 seconds, or about 11 minutes. With each improvement compounding on each other, the vehicle travel time delay can be reduced to 385 seconds, or just over six minutes.

Commissioner Bishop asked about the impacts to the right-of-way. Mr. Masek said the only impact would be in the area from Newport Way north to the first house. The balance of the project fits within the existing right-of-way.

Commissioner Bishop said it was his understanding that the model assumes the WSDOT shoulder lane will not be in place and that the freeway ramp meters will continue to operate as they do currently. He asked what the timing is for the freeway shoulder project, and what the impact would be to the streets in Eastgate once the shoulder lanes are in place. Mr. Long said WSDOT is currently working with a consultant to model their proposed improvements. They are using a model different from but similar to Synchro. Called Vissim, the model is far more expensive to run but can result in far more detailed analysis. Synchro is not built to model freeway traffic. WSDOT plans on completing its modeling work by April. All of their improvements will be to their roadways, though there have been talks about making some improvements to the ramps, including moving the on-ramp meter further east. The actual operation of the meter is something WSDOT will look at in their modeling.

Commissioner Bishop asked if the 2016 volume data with the three project improvements include traffic from the on-ramp backing up onto SE 37th Street. Mr. Long said the backup is assumed to continue. Commissioner Bishop commented that the shoulder running lane will improve the backup considerably, especially given that the lane will be an add lane from the ramp. Mr. Long said that certainly is the hope but cautioned that there is a lot of latent traffic on the freeway that will also fill in the lane to some degree.

Commissioner Wu noted that traffic growth has occurred as part of Bellevue's economic cycle. She agreed it is important to know what the current conditions are, but said it is also important to understand how much room there is to accommodate additional traffic growth in the coming years. Mr. Long said the next step in the study will be to look at 2035 conditions. Capacity projects, once built, will eventually fill with more cars. All that can be done to keep up with growth is being done, and part of that involves promoting other modes of travel.

Chair Zahn said it was her sense that the first improvement would create a traffic storage lane without actually moving the cars out of the neighborhood any more quickly. Mr. Long said while that is true, adding the various projects together will yield a much better result.

Commissioner Chirls asked if a simulation was run on just the second and third projects without the first project. Mr. Long said that scenario was modeled. The determination was that doing the second and third projects alone will simply not work as well because the vehicle queue that extends all the way from Newport Way to SE 38th Street prohibits the benefit obtained for the southbound traffic that is coming across the freeway. Without the first project, the benefits offered by the second and third projects would not be the same.

Commissioner Larrivee asked if there is a ballpark timeframe for implementing the projects, adding that he assumed the construction process itself would trigger traffic impacts. Mr. Long said the second and third projects would likely eat up most of a single construction season spring to fall. Whether or not all three projects would be built in a single construction season would depend on the amount of funding received. The three together adds up to close to \$6 million. The Newport Way sidewalk project on the books is awaiting additional funding, but that project will need to be factored in.

Answering a question asked by Commissioner Wu, Mr. Long reiterated that the sidewalk on the west side of 150th Avenue SE will not connect with SE 38th Street. There is an NEP project on the books to construct a path to accommodate students walking to school from the six homes on the west side of 150th Avenue SE.

Commissioner Wu asked how the dual eastbound right-turn lanes at SE 37th Street will impact

150th Avenue SE between SE 37th Street and SE 38th Street. Mr. Long said it will all come down to how the signal is timed and which movements should be favored.

Commissioner Wu asked if the additional eastbound left-turn lane to I-90 would be signalized. Mr. Long said it would not be signalized with the four-lane configuration proposed. The design in the Eastgate/I-90 project has a five-lane cross section with dual left-turn lanes going onto the freeway, and that configuration assumes a traffic signal.

Commissioner Woosley commented that the combined travel time savings from the three projects is very promising. The question is whether the projects should be done all at once or over two construction seasons. He asked if staff had any recommendation as to the timeline. Mr. Masek said it will take about a year to get the projects fully designed, and a year will be needed for construction. The transportation levy has money earmarked for neighborhood congestion relief. One of the studies that staff is proposing to the Council for consideration in the first two years of the levy is a focus on neighborhood congestion relief for the entire Eastgate area. That would include taking the identified early improvements to the 30 or 60 percent design level. That would get the project going, then over the next year opportunity could be taken to identify funding for projects in the corridor; by the mid-point of the budget cycle, CIP priorities could be reevaluated, and grant dollars could be sought to help leverage the levy funds.

Commissioner Bishop asked if staff has a public process in mind. Mr. Long said the traditional process will be followed to get the public involved. Mr. Masek said once the scope is defined, input is sought from the public during the design process before it is finalized..

Mr. Long said staff will be before the Commission again on February 9 for a final review before drafting a transmittal to the Council outlining the Commission's recommendation. The schedule calls for the Transportation commission recommendation to be presented to the Council on March 6.

Commissioner Woosley called attention to the project at SE 37th Street and the proposal to add two left-turn lanes to access the WSDOT ramp and noted that it may qualify for WSDOT to participate in the signal element. Mr. Long said the signal alone adds almost \$400,000 to the project and requires the addition of a receiving lane, triggering widening all along the side of the ramp. The area is classified as WSDOT limited access and is under their control.

Commissioner Larrivee said he saw nothing in the presentation that contradicted any longer-term plans. Mr. Long said the proposal actually advances certain key projects, with the exception of the potential facility southbound on 150th Avenue SE.

Commissioner Lampe commented that the city has all sorts of projects under consideration. On Monday night the Council considered the proposed HOV lane on Bellevue Way and the potential design options being considered. He noted that the HOV lane project used a benefit/cost evaluation to compare each of the proposed options. He asked whether this evaluation should be applied to the Eastgate project. The evaluation used \$18 per hour per person traveling on the corridor to determine the benefit from the estimated delay reductions. To the extent the value of the Eastgate improvements can be quantified, it would be helpful information in trying to balance varying needs around the city.

Mr. Long said the proposed neighborhood congestion relief study would have similar boundaries as the 2012 Eastgate/I-90 project. It would, however, involve a far more refined

look, hopefully using Vissim and considering all of the possible options, including roundabouts. The work would also include modeling all existing and future conditions to 2035. If possible, the work will begin in April after WSDOT completes their modeling work.

Commissioner Bishop asked if the presentation in February will include sources of possible funding. Councilmember Wallace commented that the project has moved forward at a very fast pace. The data and the plans as proposed look very encouraging. He noted that the design money could come from the levy. The Council retreat is coming up soon and one topic to be discussed will be the dividing of the levy funds into six different categories. Once that work is accomplished it will be possible to begin prioritizing projects. As the design work evolves, the projects will be folded into the normal budget cycle for prioritization.

Commissioner Bishop asked if there were options considered that were determined to be unworkable. Mr. Long said the 2012 Eastgate/I-90 project proposed a southbound lane on 148th Avenue SE toward Eastgate Way. Consideration was given to just doing the one lane. Currently there is a very wide shoulder that accommodates a bus stop. Metro is considering use of the shoulder space to bypass the queue to the bus stop. Punching the lane through to the corner was not shown to really have much benefit to modes other than transit, but ultimately the transit operation may change when the Bellevue College Connector is constructed.

Chair Zahn noted that staff had mentioned the possibility of incorporating roundabouts. She suggested that since the city currently has no roundabouts, the Commission would benefit from a briefing about roundabouts and how they work.

Chair Zahn opened the floor to comments from the public.

Ms. Betsi Hummer, 14541 SE 26th Street, noted that she serves as a member of the East Bellevue Community Council (EBCC). She said she has visited all of the city's boards and commissions to let them know the EBCC exists and what it is all about. The organization has been addressing concerns that have been raised by constituents, including adult family homes, the need to spread out affordable housing throughout the city, and zoning parks as parks. She noted that recently a couple of traffic signals were rebuilt on 148th Avenue SE. She noted construction destroyed traffic on that roadway and cut into business revenues by 50 percent. If in the future additional traffic lights are to be installed or rebuilt, better construction planning needs to be done. The constituents want to keep 148th Avenue SE as an urban boulevard without utility poles, and would like to see both 156th Avenue SE and 164th Avenue SE developed as thoroughfares to facilitate people getting from their neighborhoods into the city. The city needs to keep in contact with entities like Bellevue College that have such a big impact on the community. Bellevue College wants a street vacation for free, which she felt is not a good idea. She asserted that Bellevue College can build whatever it wants regardless of zoning and traffic considerations, and so it will be very important to keep in touch with other entities that have property in the city over which the city has no jurisdiction.

Ms. Michelle Wannamaker, 4045 149th Avenue SE, thanked the Commission for holding its meeting in the neighborhood. She commented that Eastgate affects people from all over the city, from the park and ride to the college to people commuting on alternate north-south routes through the city. She encouraged the Commission in sending out notices to include as many people as possible. She also voiced her support for the projects as proposed by Mr. Long and Mr. Masek, except she highlighted the need for a westbound through lane at SE 37th Street to accommodate those not looking to get onto the freeway.

Ms. Heather Van Schoiack, 4428 153rd Avenue SE, also commented positively on the proposed improvements. She pointed out, however, that while the projects are aimed at accommodating peak afternoon traffic, the morning traffic patterns are also challenging. Hopefully none of the proposed improvements will negatively impact the morning traffic patterns. When the access from the freeway to Bellevue College was created, it became very difficult to get onto I-90 and go through 148th Avenue SE in the morning.

Councilmember Wallace took a moment to say 2017 will be an exciting and important year for transportation policy and efforts in Bellevue. The Commission certainly will be busy. At the federal level, the city has been working for the last six months or so on the TIFIA loan application that will certainly help the city clear a financial backlog in expensive capital projects. Arterial projects, while expensive, are important when it comes to relieving congestion, providing a relief valve for the freeways, and allowing growth to continue. Fortunately there are options for leveraging funds. It should be known soon whether or not the city will get the \$100 million TIFIA loan, which has a low interest rate, is amortized over 40 years, and for which the repayments do not start until five years after the funds have been spent.

The transportation department has been working hard on the mobility and infrastructure plan; some projects have been completed and others are ramping up, and the TIFIA loan will really help the city deliver infrastructure at an accelerated rate, especially projects needed ahead of light rail opening in 2023. Much of the transportation focus in 2017 will be associated with light rail. City transportation staff have been working very well with Sound Transit staff, and the Sound Transit contractor has been doing a really good job of building out the project while reducing the impacts to the commuters and residents. The closure of the South Bellevue park and ride will trigger problems and complaints, but that is not a city project and Sound Transit will have to deal with it.

The upcoming Council retreat will include a focus on dividing up the transportation levy funds into categories. At the state level, the legislature is not expected to make any major decisions relative to transportation issues. The city's lobbying team continues to highlight projects of benefit to Bellevue.

The city's transportation budget that came out in December includes a number of good projects. It also continues to maintain existing infrastructure. The levy funds will also be used in part for Bicycle Rapid Implementation Program projects.

Councilmember Wallace highlighted the transportation technology efforts that are under way. He said the city is working to put the pieces in place that will put Bellevue at the forefront of technology. The SCATS system without argument is the highest cost/benefit investment the city has ever made, but the technology is primitive compared to what is coming. The levy includes dedicated funds to be applied to transportation technology projects. The operating budget for the next two years includes funding to hire a new employee to be solely responsible for planning transportation technology.

B. Complete Streets Policy

Mr. McDonald reminded the Commissioner that the Council passed the Complete Streets Ordinance in September 2016. The ordinance as approved includes a policy recommended by the Commission to support the scoping, planning, designing, implementing, operating and maintaining of roadway corridors and networks. As a direct result of the policy, the state

Transportation Improvement Board is about to announce an award of \$500,000 to the city to implement a complete street project involving improvements to the intersection of 106th Avenue NE and NE 6th Street, the Pedestrian Corridor in the downtown. The adopted policy is not prescriptive, rather it requires context-sensitive approaches to provide mobility for all modes throughout the city. It provides for exceptions and alternatives in situations where it is not possible or appropriate to put facilities for all modes. In the ordinance, the Council directs the Commission to recommend any updates or additional complete streets policy language for the Comprehensive Plan for adoption 2017. Staff have identified 31 policies in the Comprehensive Plan that relate in some way to the notion of complete streets.

Associate Planner John Murphy highlighted for the Commission seven existing policies in the Transportation Element of the Comprehensive Plan that could be amended to make sure the best practices associated with the concept of complete streets are more explicit. He called attention to Attachment C in which there was a new complete streets narrative, including a sidebar box outlining complete streets best practices. In addition to the proposed revisions to seven specific policies, staff have recommended amending the Transportation Element goal statement to incorporate complete streets language.

Commissioner Woosley said it was his understanding the complete streets approach was intended to be an additive process in which capacity for a variety of modes can be increased. He said that notion is not specifically reflected in the policies. With regard to policy TR-26, he suggested “facilities” would be a better word than “connections.”

Commissioner Wu referred to policy TR-23 and the addition of “along corridors and at intersections” and said she did not understand the proposed revision. Mr. Murphy said the change is intended to get at the notion of network connectivity. The version of the policy in the Transportation Element currently says what is to be done for whom, but it does not say where. The proposed additional policy language incorporates the “where” and has the implication of a more complete network.

Commissioner Wu called attention to the third best practice, clear and accountable exceptions, and asked what was meant by it. Mr. McDonald answered that the ordinance describes the types of situations in which the transportation director can determine whether or not a complete street approach is taken. Often it is because of constraints having to do with the availability of right-of-way or cost implications, or the suitability of a corridor to any particular mode. The follow-on work the staff will do will include creating a complete streets action plan, similar to the Vision Zero action plan. The plan will provide guidance to the staff and the Commission, and it will include a more full discussion of the best practices.

Mr. Murphy said the key themes associated with the proposed edits to the policies were making sure all project phases and all places are represented, and reflecting the current work being done relative to all modes and all users. Mr. McDonald added that the approach used was to insert as minimally as possible new language into the Comprehensive Plan that reflects the intent of the Council in adopting the ordinance, and that reflects the best practices that are being implemented nationwide. Of the 31 existing policies that in some way reflect the intent of the complete streets approach, only seven were identified as being in need of minor language amendments.

Commissioners Wu and Larrivee stressed the need to use the terms “corridors” and “networks” consistently.

Answering a question asked by Commissioner Bishop, Mr. McDonald allowed that there are other policies in the Transportation Element that provide a direct link to the Transit Master Plan and the Pedestrian and Bicycle Implementation Initiative and the adopted policies in those documents. The proposed changes to the seven policies are compatible with the adopted plans.

With regard to policy TR-23, Commissioner Chirls asked what “connections between modes” means. Mr. McDonald explained that pedestrians or bicycle riders wanting to take transit for a portion of their trips will want to know there are connections between the facilities for each of the travel modes.

Commissioner Wu suggested “integration” might be a better word to use, but Commissioner Larrivee proposed using the phrase “provide transitions between modes” and the other Commissioners agreed.

Commissioner Wu proposed using “scope, plan, design, implement, operate, maintain and enhance,” as stated in the Transportation Element goal, consistently in the policies. Mr. Murphy said it was his belief that they were, but said he would welcome having any inconsistencies pointed out.

Chair Zahn noted that policy TR-22 refers to complete streets expectations and asked if that can be interpreted as best practices. Mr. McDonald said they are intended to be the same and agreed the policy language should make that clear. Chair Zahn also noted that the term “best practices” has a backward-looking connotation. “Guidelines” can be interpreted as being more forward looking. Mr. McDonald said he was open to a choice of words other than “best practices.”

Commissioner Chirls commented that best practices as a term of art is generally understood to be something against which proposed actions can be benchmarked, whereas guidelines could simply be an internal issue. Commissioner Larrivee added that best practices are intended to serve as a means to an end, and the end is the meeting of certain goals. If the term is to be replaced with something, it should be changed to a reference to goals. Commissioner Lampe suggested “guiding principles.”

Mr. McDonald said the issue would be before the Commission again on either January 26 or February 9 for final approval.

8. OLD BUSINESS – None

9. NEW BUSINESS

Commissioner Wu mentioned that the Wilburton commercial area CAC has begun its work. She said she is serving as co-chair and will keep the Commission updated as the process moves forward.

10. PUBLIC COMMENT – None

11. REPORTS FROM COMMISSIONERS

Chair Zahn reported that she attended a session at TRB focused on Vision Zero. Both New York City and Los Angeles made presentations. Los Angeles only recently adopted a Vision Zero approach. As a result, they looked at one of their intersections that saw a serious incident

or fatality every month. After working with the public, a scramble crosswalk was installed along with different art music informers. There have been no incidents since.

Chair Zahn said she saw Senior Transportation Planner Franz Loewenherz at the event with ITS of America. He participated in how video analytics can be used as part of big data to help with transportation designs. She suggested the Commission could benefit from having a briefing.

12. STAFF REPORTS – None

13. COMMISSION CALENDAR

Mr. McDonald reviewed the Commission calendar.

14. ADJOURN

Chair Zahn adjourned the meeting at 8:57 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date